A Design

FOR WILD & SCENIC RIVERS

middle fork clearwater

selway

lochsa

WOOD · WATER · FORAGE · WILDLIFE · RECREATION

FOREST SERVICE
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FOREST SERVICE NORTHERN REGION

COVER PHOTOS, TOP TO BOTTOM

WILD RIVER – THE SELWAY

A STEELHEAD FIGHTS THE ROARING RAPIDS IN HIS STRUGGLE TO REACH THE SPAWNING AREA (U.S. FISH & WILDLIFE SERVICE PHOTO)

U.S. HIGHWAY 12 PARALLELING THE ROUTE OF LEWIS & CLARK AND THE TUMBLING LOCHSA RIVER

BULL ELK WITH FULLY GROWN ANTLERS BUT STILL IN THE VELVET

Agriculture - Missoula 1969

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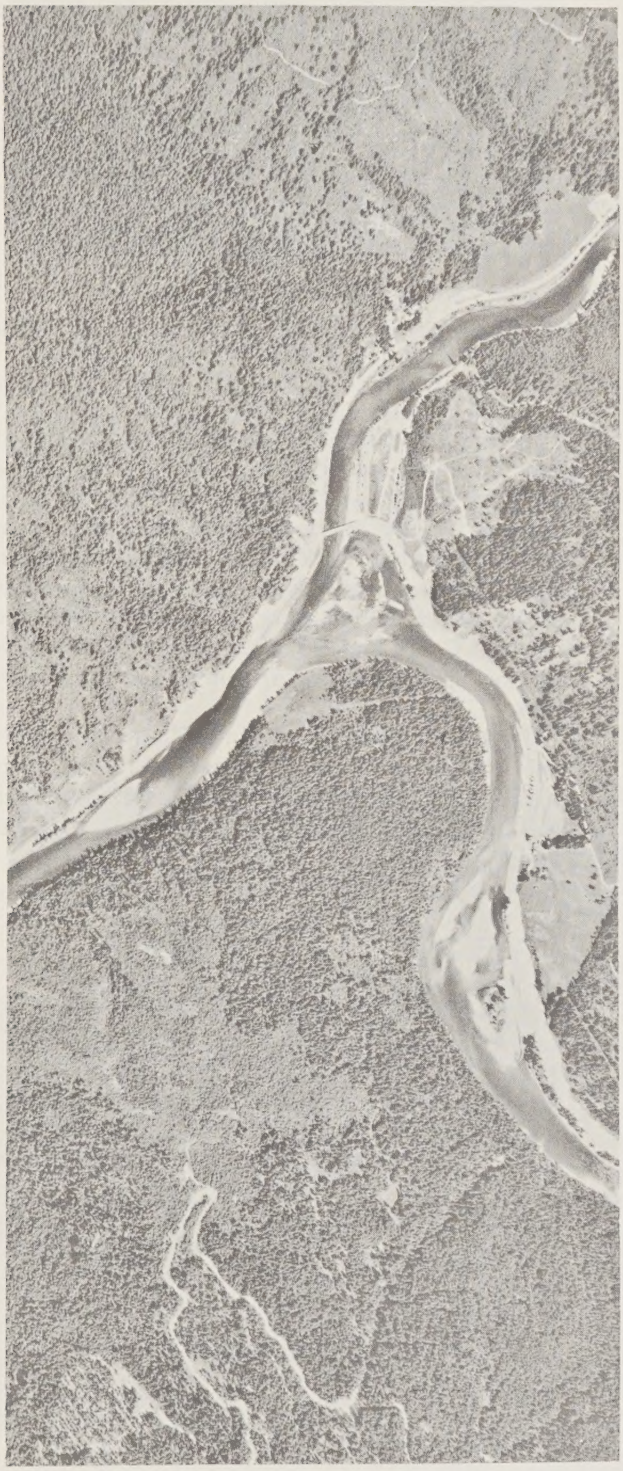


CONFLUENCE OF THE LOCHSA & SELWAY AT LOWELL FORMING THE MIDDLE FORK OF THE CLEARWATER RIVER (ASCS PHOTO)

PLEASURE DRIVING ALONG THE MIDDLE FORK, A POPULAR FORM OF RECREATION

SCENIC ISLANDS IN THE LOWER SELWAY

UPPER SELWAY RIVER, OVERLOOKING MAGRUDER RANGER STATION

Local Background

In 1962 the Outdoor Recreation Resources Review Commission recommended that "certain" rivers of unusual scientific, aesthetic and recreational value should be allowed to remain in their free-flowing state. In 1963 the Secretary of Agriculture and the Secretary of Interior initiated a Wild Rivers Study. The Middle Fork of the Clearwater River and its tributaries was one of the rivers selected for detailed study.

Two studies were made on the Middle Fork of the Clearwater system in 1964. One was contracted to the Battelle Memorial Institute of Columbus, Ohio, by the Bureau of Outdoor Recreation. This study focused on 48 miles of the Selway River lying in the Selway-Bitterroot Wilderness.

The second study was undertaken by the Forest Service and encompassed the entire Middle Fork of the Clearwater River. Both of these studies recommended the inclusion of their respective rivers in a wild river system.

THE MIDDLE FORK OF THE CLEARWATER JUST BELOW SYRINGA

For many years prior to 1962 strong local and state sentiment had favored keeping the river system in a free-flowing state. This feeling was intensified by the announcement of a plan to impound the Middle Fork of the Clearwater at Penny Cliffs. The proposed Penny Cliffs Dam would have backed water 20 miles up the Lochsa River to Macaroni Creek and 29 miles up the Selway River into the Selway-Bitterroot Wilderness to Pinchot Creek.

The people residing within and adjacent to this river system and many other individuals were instrumental in its being included as one of the "Instant Rivers" in the Wild and Scenic Rivers Act.

MIDDLE FORK OF THE CLEARWATER

PENNY CLIFFS, A WELL-KNOWN LANDMARK ON THE MIDDLE FORK.

History of the Act

Senate Bill 119, was introduced to Congress on January 11, 1967. It had been preceded by other bills introduced during the 89th and 90th Congress. H.R. 18260 was introduced in the House of Representatives during this same period.

S.-119 was considered and passed by the Senate on August 8, 1967. On July 15, 1968, it was considered and passed by the House as amended, in lieu of H.R. 18260. On September 25, 1968, the House agreed to conference report, and on September 26, 1968, the Senate agreed to conference report.

S.-119, titled the Wild and Scenic Rivers Act, was enacted by Congress as Public Law 90-542 and signed by the President on October 2, 1968.

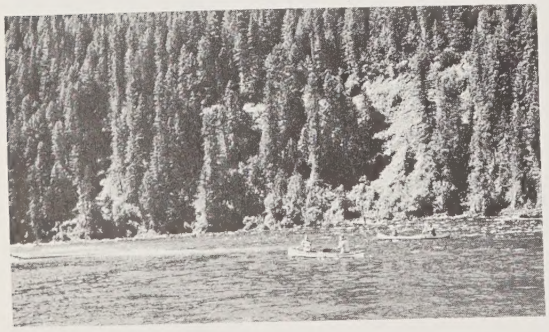
Planning

The planning has been done with full public participation which began with public meetings held at Kooskia, Lewiston, Missoula and Hamilton in March 1969 and continued throughout the plan's preparation. From inception to completion the plan has drawn its vitality from the cooperative efforts of public agencies and elected representatives who have assisted the Forest Service in the undertaking. This planning effort is embodied in a number of documents which are available for review in the offices of the Regional Forester in Missoula and in the offices of the Forest Supervisors in which the rivers are located. These plans are the Special Planning Area Multiple Use Management Guide, River Plan, Recreation Composite Plan, and Boundary Description and maps.

AERIAL VIEW OF KOOSKIA, IDAHO (ASCS PHOTO)

A RICH VARIETY OF VEGETATION OCCURS THROUGHOUT THE RIVER SYSTEM

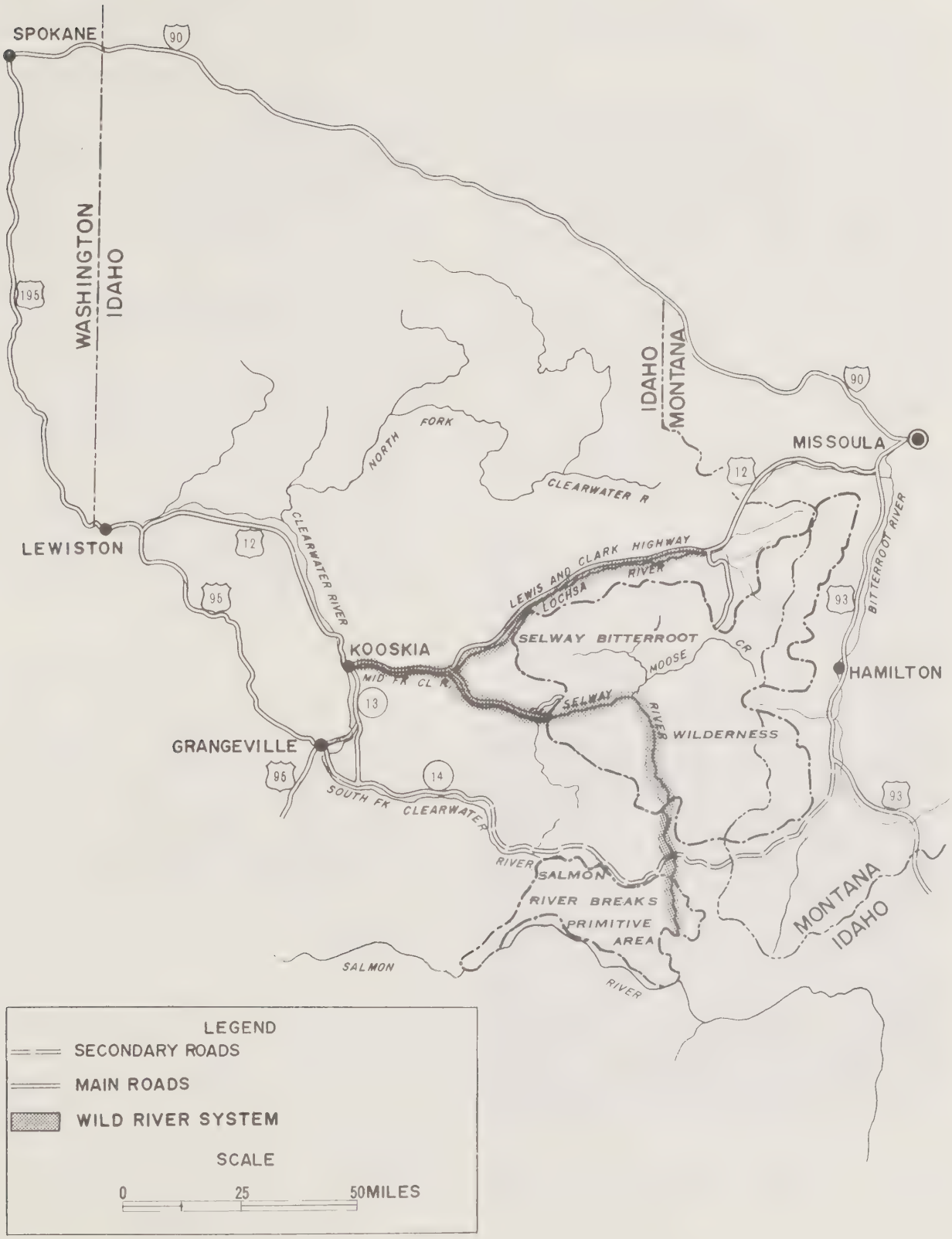
AN ENTRANCE SIGN GREETS THE TRAVELER



CANOEING ON THE LOWER SELWAY

A Picture of the Area

VICINITY MAP



The River System

The Middle Fork of the Clearwater River, one of three main forks of the Clearwater River system, originates on the western slopes of the rugged Bitterroot Mountains.

The Middle Fork of the Clearwater has a drainage area of 3,420 sq. mi. and is formed by two major tributaries, the Lochsa and Selway Rivers which join at Lowell. At Kooskia, 23 miles downstream from Lowell, the Middle Fork of the Clearwater joins the South Fork which then becomes the Clearwater, one of the main tributaries of the Snake River.

The river draws from three National Forests as well as from other Federal, State and private lands. The net area under Forest Service administration within the river drainage is 49,640 acres Ownership of the additional 6,360 acres is broken down as follows:

Other Federal	380 acres
State	100 acres
Private	5,880 acres

The Lochsa, below the Powell Ranger Station averages 100 feet in width and 2 feet in depth, during most of the recreation season. The stream is fast flowing with alternating stretches of deep, calm pools and cascading rapids.

In the vicinity of the Magruder Ranger Station the Selway averages 40 feet in width and 2 feet in depth. From its headwaters to Paradise Selway tumbles rapidly over large boulders and rocks. As it flows from Paradise to Selway Falls this river is typified by fast flowing, clear water with numerous riffles and pools. From Selway Falls to Lowell the river widens and sets a more leisurely pace to its confluence with the Lochsa at Lowell.

The Middle Fork of the Clearwater contains many deep pools and riffles with an occasional island and numerous scenic gravel bars.

The canyons through which the Lochsa and Selway flow are steep-walled with numerous cliffs and rock outcrops which expose the granitics of the Idaho Batholith, a highly erosive soil. The Columbia River basalt borders the Batholith about midway between Lowell and Kooskia.

The rivers normally occupy the entire canyon bottom except for small isolated benches above high water line. Along the lower Selway and the Middle Fork the canyons widen to create a more pastoral, agricultural landscape with rolling hills adjacent to the rivers.

THE RURAL ATMOSPHERE OF LAND ALONG THE MIDDLE FORK

Present Use

The trend among private land-owners is to subdivide and to dedicate their property to residential and commercial use.

The major industries in the vicinity are wood products, agriculture and recreation, with the greatest opportunity within the river boundaries being recreational. The Lewis & Clark Route, the steelhead and salmon fishery, the Clearwater elk herd, the Selway-Bitterroot Wilderness, the Salmon River Breaks Primitive Area and the clear, free-flowing rivers highlight the attractions which appeal to the public.

The small unincorporated communities of Lowell and Syringa are within the river system while the nearest incorporated community is Kooskia, Idaho.

The remainder of the population is distributed along the lower portion of the river in a rural atmosphere with residential subdivision increasing at a rapid rate.

Historic Influences

The history of the river system is closely linked with that of the Nez Perce Indians, who for centuries fished there for steelhead trout and chinook salmon and harvested the area's roots, herbs and berries. The Indians also traveled through the region to hunt buffalo in what is now Montana.

In 1805 and 1806 the Lewis and Clark expedition passed through this area, further enriching its history.

Trappers frequented the territory in their quest for furs adding another episode to its colorful story.

In the early 1900's fires of catastrophic proportions burned over much of the country through which the river system flows. The shrubs and vegetation covering these fire scars gave rise to a great increase in the Clearwater elk herd which is one of the largest in the United States.

In 1962 the Lewis and Clark Highway was completed providing a through route from Montana to Idaho over Lolo Pass.

THE LEWIS & CLARK HIGHWAY, MAIN ROUTE OF TRAVEL WITHIN THE RIVER SYSTEM

The Rivers Today

THE "ROUGH" LOCHSA WINDS ITS WAY TOWARD ITS MEETING WITH.....

THE SELWAY - "SMOOTH WATER".....

AND THE RURAL FLAVOR OF THE MIDDLE FORK

Recreation. Recreation use, the dominant use of this natural, free-flowing river (or river system), varies in type and intensity with seasonal opportunities.

The Lochsa, Middle Fork and Lower Selway are readily accessible and are the most heavily used portions of the river system. The Upper Selway, through the Selway-Bitterroot Wilderness, the Magruder Corridor and upstream to the headwaters in the Salmon River Breaks Primitive Area receives relatively light use, most of which occurs during the fall hunting season.

Driving for pleasure along the Lewis & Clark Highway and the Selway Road attracts more people at the present time than any other recreational activity. Picnicking and camping provide the medium through which many visitors enjoy the free-flowing rivers and their surroundings.

Seasonally, elk hunting causes deep penetration into the roadless portions of the river system by hunters. Many fishermen come considerable distances to try their hand at catching a fighting steelhead.

The Selway-Bitterroot Wilderness and the Salmon River Breaks Primitive Area afford an uncommon andintriguing experience to the horseman or backpacker.

Floating the different sections of the river system - either by canoe, rubber raft or kayak is gaining in popularity. Motor boating is primarily for fishing and is confined to the Middle Fork where the river reaches its greatest and most consistent depths.

WET, BUT FUN, A RAFT OUTING ON THE SELWAY

Interpretation of natural and historical attractions offer a new avenue of recreational enjoyment.

Although participated in by a few recreationists the activities of skin diving and swimming have little potential for development.

Oversnow vehicle use is growing throughout the country and its impact will surely be felt within the boundaries of this river system, especially on the lower Selway and the Upper Selway outside the Wilderness.

An interpretation of the Nez Perce history and tradition would contribute greatly to river recreational programs.

The archeological sites and the early camp areas of the Indians are important assets to the river area.

During the main summer tourist season, which extends from about June 1 to September 10, daytime temperatures generally reach the high 80's and the nights are cool. In the lower reaches of the river area there are about four frost-free months.

CHIEF JOSEPH, FAMOUS LEADER OF THE NEZ PERCE
(SMITHSONIAN INSTITUTION PHOTO)

Range. Opportunities for domestic animal grazing on public lands within the river boundaries are limited to south and west mountain slopes extending into the river areas. Isolated benches along the river are often grazed by horses,many times to the point of overuse.

Grazing on private lands is confined principally to irrigated pastures which are considered compatible with Recreational River classification. Private land grazing on the mountain slopes adjacent to the river is fairly light and restricted by the amount of forage available.

A portion of the Nez Perce Indian Reservation lies along the Middle Fork of the Clearwater River. There are both tribal lands and allotted lands within the boundaries of this river segment .

Nez Perce treaty rights provide for unrestricted hunting and fishing on a major portion of the river system.

An opportunity exists for the tribe to develop recreationally-based businesses on their lands along the river. A campground on the south side of the river near Clear Creek has been proposed by the Nez Perce Tribal Executive Committee.

Timber. Historically, most lands within the river boundaries were timbered. Barren areas were limited to rock outcrops and areas of very thin soil. Private lands along the Middle Fork have been cut over and the mountain slopes allowed to regenerate naturally. The lands suitable for agriculture and development for homesites have been kept in pasture or at least a semi-cleared state. The majority of the river system has not been logged.

The National Forest timber growing in the river environment is in special aesthetic management zones or units and managed accordingly.

There are isolated trees and groups of trees on private lands and extensive stands on public lands that are an integral part of the river environment. Their management within the concept and objectives of the Wild and Scenic Rivers is necessary to preserve the river environment.

Water

The present high quality of the water in this river system is one of its most striking features.

Except for occasional turbid periods in the spring during high water and during fall rainy periods the water is sparkling clear.

The river bed is readily visible except where it drops off into dark blue-green pools.

Water yield from the Middle Fork of the Clearwater River watershed averages an estimated five million acre feet annually. The discharge of 2,063,000 acre feet of water from the 1,180 sq. mile Lochsa watershed represents an annual yield of 32.76 area inches. The flow from the Selway area is 2,697,000 acre feet producing a yield of 26 area inches from this 1,910 sq. mile watershed. These two rivers combined represent 90 percent of the Middle Fork drainage area and produce an estimated 95 percent of the flow that passes Kooskia, Idaho, each year.

Seasonal streamflow distributions from the Selway and Lochsa Rivers are quite similar. The accompanying graphs reflect primarily variations in flow magnitude. Peak flows from snowmelt or rain on snow climatic events generally occur in May or June. Recession from peaks is rapid and low flows are reached in August or September just prior to fall rains. The monthly means and extremes are well documented with nearly four decades of discharge data recorded on the Selway and Lochsa Rivers near Lowell, Idaho, by the U.S. Geological Survey.

Records of water quality attributes are not plentiful. Some measurements have been made sporadically, other not at all. Some temperature data has been recorded, however, on the Meadow Creek Barometer Watershed. Records from this major tributary of the Selway River show maxi-

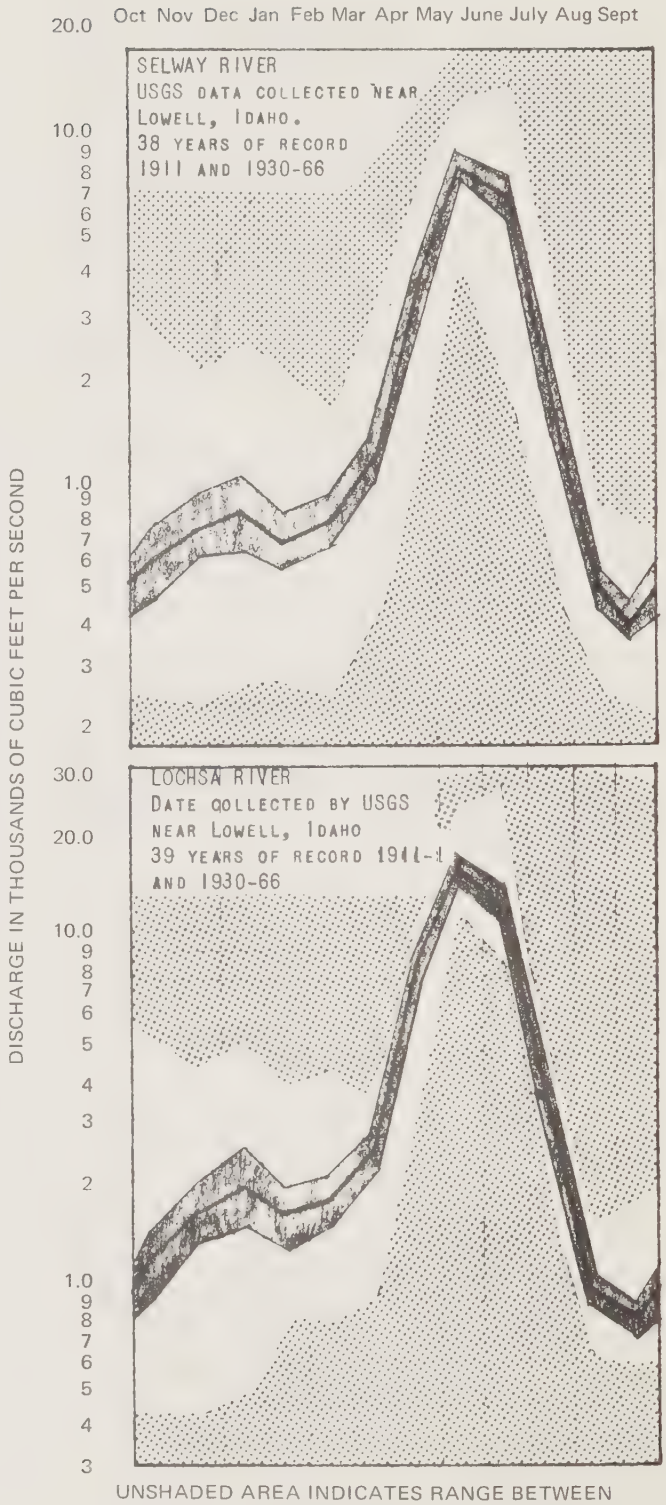
mums to be near 60° F in July and August. Winter lows near freezing are reached in January and February. Scattered and discontinuous point samples of water temperature from the Selway River headwaters to Kooskia show a variance of ±10°F over the temperatures recorded at Meadow Creek.

Turbidity is an attribute which has been measured occasionally at a few scattered locations. Supplemented by observations, these measurements indicate that the clarity of water is generally good to excellent in these river systems.

Suspended sediments increase in concentration during the annual spring runoff period and following high intensity summer storms in tributary watersheds.

Pollution of all types -- chemical, biological, physical--are believed to be minimal or non-existent at this time. Published records to substantiate or refute these assumptions are rare or non-existent. The need for systematic surveillance of quality attribute is evident in view of projected use.

Yearly precipitation ranges from 22 inches at Kooskia to over 50 inches at the high elevations near the headwaters of both the Selway and Lochsa Rivers. During the summer months high intensity thunderstorms occur in localized areas. In winter most of the precipitation occurs as snow except at the lower elevations where winter storms can occur as heavy rainfall.



UNSHADED AREA INDICATES RANGE BETWEEN HIGHEST AND LOWEST RECORD FOR THE MONTH. HEAVY LINE INDICATES A RANGE OF FLOWS IN AN AVERAGE YEAR WITHIN 95 PERCENT LIMITS OF PROBABILITY.

Air Quality

Air pollution is not a problem within the area. Air quality is excellent except during short periods in the spring and fall when fire is used for management purposes.

Wildlife

The excellent steelhead trout fishing and elk hunting attract people from throughout the country.

In addition to steelhead trout, chinook salmon, reintroduced to the river system, will provide another fishing challenge in the future.

Fishing for native cutthroat, rainbow, Dolly Varden trout and small-mouth bass, as well as whitefish, is pursued primarily by local residents or recreationists as a secondary recreational activity. The waters are not particularly productive as native fisheries.

The Clearwater elk herd is an attraction both to hunters and sightseers. In the spring of the year it is very common to observe elk on the hillsides throughout the river system. The area along the Lochsa River is especially noted for the observation of elk from the highway in the winter as well as spring by travelers.

CLOSEUP OF A BULL ELK

Moose may frequently be observed in the vicinity of Powell Ranger Station and the ponds adjacent to the Lewis & Clark Highway in the Powell area.

Goats are a common sight in the Black Canyon near Old Man Creek on the Lewis & Clark Highway. Signs along the highway alert travelers to this opportunity.

Deer, black bear and mountain lion occasionally are seen within the river area boundary. Many small birds and mammals including the river otter frequent the river bottoms.

ROCKY MOUNTAIN GOAT, GUARDIAN OF THE ROCKY SLOPES

Land Occupancies. The majority of the ownership along the river is public-mostly National Forest. Private ownership is concentrated along the Middle Fork of the Clearwater west of the National Forest boundary. There is also private property within the National Forest boundaries in the Syringa area on the Middle Fork, at the confluence of the Lochsa and Selway at Lowell, and up the Selway to Swiftwater. Three private tracts lie along the Selway River within the Selway-Bitterroot Wilderness.

With additional subdivisions of private lands the population within the river boundary can be expected to increase. The subdivisions are being made to meet the demand for recreational rural properties.

Kooskia, at the lower end of the classified river system, has a population of about 900.

The 2 major population centers within 2 hours driving time of the river system are Missoula, Montana, with a population of 40,000 and the Lewiston-Clarkston area, with a population of 30,000.

A population of 600,000 would be encompassed if the area of influence were extended to 4 hours driving time.

The entire river system lies in Idaho County with the county seat in Grangeville, Idaho.

Some agricultural use occurs along the Middle Fork and the Lower Selway but this is often a supplemental source of income.

The closest areas providing services to the Upper Selway in the Magruder area are Darby, Montana, and Elk City, Idaho.

COMMERCIAL DEVELOPMENT ALONG THE MIDDLE FORK AT SYRINGA

Over development or poorly planned development for residential, commercial, or recreational purposes not only threatens to pollute the river but may also be detrimental to the landscape we seek to preserve and enhance.

With private subdivisions and commercialization occurring at a rapidly accelerating pace within the river system, the danger of pollution and overdevelopment is emminent.

THREE RIVERS RESORT AT LOWELL

SIGNS ON PRIVATE LAND NEAR LOWELL

At present indiscriminate signing detracts from the enjoyment of the natural scene.

Although only one cedar mill exists within the river area boundary, the wood products operations located at Kooskia, Kamiah, Grangeville, Orofino, Lewiston, and Missoula indicate the economic importance of this industry.

Evidence of early Indian use is still present along the river system in the form of artifacts and old campsites. A portion of the River System lies within the Nez Perce Indian Reservation.

Indian History will be highlighted by the Nez Perce National Historical Park and the Forest Service, working together with the Nez Perce Tribal Executive Committee.

Minerals

There is little evidence of mineralization in the river area.

Transportation

There are two surfaced highways along the river system. The Lewis & Clark Highway No. 12 is two-lane and parallels the Lochsa and the Middle Fork for 89 miles. It is an important transcontinental highway carrying commercial as well as recreational traffic. The other highway travels along the Lower Selway from Lowell to the Fenn Ranger Station, a distance of five miles. From Fenn to Race Creek, above Selway Falls, a single-lane dirt road with turnouts parallels the river for 15 miles. There is 16 miles of a similar type one-lane road on the Selway between Paradise and the Magruder Ranger Station.

A Forest Service trail parallels the river for 45 miles from Race Creek through the Selway-Bitterroot Wilderness to Paradise, at times hugging the shore and occasionally traversing high above the river through timbered, rocky slopes. Another Forest Service trail follows the Selway River from the Magruder Ranger Station to its headwaters, a distance of some 18 miles.

Roads and trails require constant maintenance due to the heavy use and unstable nature of the soil. The trails receive both human and animal (domestic and wild) use and are constructed to varying standards.

Forest Service airstrips with unsurfaced runways are located at Moose Creek Ranger Station and Shearer Guard Station. They are open to public use and are within the Selway-Bitterroot Wilderness.

A single-lane road from the West Fork of the Bitterroot to Elk City provides access to the upper portion of the Selway River. This road is useable only during the summer and fall.

There are several secondary roads originating along Highway 12 and the Lower Selway Road which provide access to drainages leading outside the river area boundary.

Future highway expansion would pose a threat to narrow portions of the river canyons. Encroachment in these areas may be excessive and contrary to the principle of a free flowing river system.

EVEN IN THE BROADER REACHES OF THE MIDDLE FORK, THE HIGHWAY RARELY LEAVES THE RIVER'S EDGE

THE NARROW CANYON MAKES HIGHWAY LOCATION A DIFFICULT PROBLEM

Landownership

Three ownership patterns exist along the river system. They are: Extensive length of continuous National Forest ownership; intermingled public, private, and Indian lands outside the National Forest boundary on the Middle Fork; and scattered small parcels of State and private lands within the National Forest boundary.

Over 90% of the land involved is in National Forest ownership.

Other land within the area is under the jurisdiction of the Bureau of Land Management, the Idaho Department of Public Lands, the Nez Perce Tribe, the U.S. Fish and Wildlife Service, and the Idaho Highway Department.

It is anticipated the land ownership pattern will not change significantly.

Management Direction

A PICNIC BY THE RIVER, THE HIGHLIGHT OF A DAY'S OUTING

A PACK STRING HEADS UP THE SELWAY RIVER TRAIL NEAR MAGRUDER RANGER STATION

RURAL RESIDENTIAL LAND USE ALONG THE MIDDLE FORK

Boundary

A relatively new landscape inventory system was employed to guide boundary determination.[1] This system classified the landscape into positive types (feature, focal, and enclosed) and negative types (problem and potential). Boundaries were then projected to include as many of these compositional types as possible within the maximum of 320 acres per mile as stated in the Act.

On surveyed land the boundary follows legal subdivisions. On unsurveyed land outside of Wilderness and Primitive areas it follows topographic features. River boundaries in the unsurveyed area are designated on maps on file in the Forest Supervisor's offices. Within Wilderness and Primitive areas the boundary essentially follows a set distance of ¼ mile on each side of the river paralleling the river except for the inclusion of private properties.

Classification

The Middle Fork of the Clearwater River System was determined to contain two of the three river classes defined in the act. They are "recreational". and "wild."

In the Act recreational river areas are described as "those rivers or sections of rivers that are readily accessible by road or railroad, that may have some development along their shorelines and that may have undergone some impoundment or diversion in the past."

The recreational river classification was applied to the Middle Fork of the Clearwater from Kooskia to Lowell; the Lochsa from Lowell to Powell Ranger Station and the Selway from Lowell to Race Creek and from Paradise to the Magruder Ranger Station.

The major determining factor in the application of the recreation river classification was roads paralleling these river segments. The roads make the river readily accessible. The major access roads have encroached on the rivers in places. Portions of these rivers also have development along their shorelines in the form of homes and commercial facilities on private lands as well as administrative and recreational facilities on public lands.

[1]This approach was derived from a method developed in USDA Forest Service "Research Paper PWS - 49" - 1968: Forest Landscape Description and Inventories - A Basis for Land Planning and Design. Modifications necessary to fit the conditions of this river system were made.

In the Act wild river areas are described as "those rivers or sections of rivers that are free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive and waters unpolluted. These represent vestiges of primitive America."

The wild river classification was applied to the Selway River from Race Creek to Paradise Guard Station and from the Magruder Ranger Station to the headwaters of the Selway in the Salmon River Breaks Primitive Area.

The river segments in this classification have no road access. Access is provided by trail throughout and by five isolated, unimproved airstrips. Two of these are Forest Service and three private.

Although the Selway from Paradise to the Magruder Ranger Station is classified as Recreational River area because of the road along it, this segment will continue to be managed to retain its relatively natural appearance. Recreation facilities provided will be modest and consistent with the nature of the environment.

There are three private properties adjacent to the Selway River within the Selway-Bitterroot Wilderness. The rustic facilities on these properties as well as trail bridges and Forest Service cabins used for administration are not major detractions from wild river classification.

The management objectives for the Selway-Bitterroot Wilderness do anticipate acquisition of the private land within the Wilderness. The acreage of each river classification within the established boundary and length of river falling in each classification are:

Acres within the boundary by classification

Wild River	14,500 acres
Recreation River	41,500 acres
	56,000 acres

Length of river by classification

Wild River	54 miles
Recreation River	131 miles
	185 miles

WILD RIVER STRETCH OF THE SELWAY

Coordination

All resource and administrative planning for the wild rivers system on National Forests will be coordinated with the River Plan. Equally important are appropriate agreements between the Forest Service and other agencies participating in the administration of this river component.

These are: The Bureau of Land Management, the Idaho Department of Lands, and the Nez Perce Tribal Executive Committee.

Functional resource plans will be revised to coordinate with the management guides and the River Plan.

The landscape inventory used in the boundary determination provides valuable information on the visual corridor outside the river boundary. These areas are to be given special consideration in Ranger District Multiple Use Plans.

Agreements are needed with the Idaho Department of Highways for the provision of access to Highway 12 and the enforcement of the Highway Beautification Act; with the Idaho State Board of Health for control of air and water pollution and enforcement of the Federal Pollution Control Act; with the Idaho Fish and Game Department and Fish and Wildlife Service to coordinate fish and wildlife management opportunities; with the Idaho Soil and Water Conservation District and the Soil Conservation Service to provide land use planning assistance to private landowners; with the U.S. Department of Transportation and Idaho State Highway Department for coordination of future work on U.S. Highway 12; and with the utility companies to coordinate line location and to have utility line placement enter from the rear of properties or be buried.

IDAHO DEPARTMENT OF HIGHWAYS, BALD MOUNTAIN MAINTENANCE STATION ALONG THE LOCHSA RIVER

A FISHERMAN TRIES HIS LUCK AT SELWAY FALLS

The Forest Service needs to work with the Idaho Department of Highways on flexible and realistic provisions for the administration, operation, and maintenance of the State highway system. These provisions should be directed toward preventing disposition of slough material in the rivers, insure prompt leveling of slough material at disposition locations and to provide for herbicide and salting controls that are not detrimental to the aesthetics along the highway and road right-of-way.

An agreement is needed with the Idaho Department of Public Lands on the management of the river area within the mean high waterline. For purposes of the wild river's concept, gravel should not be used out of the river unless access to gravel bars is possible without entering the river water or disturbing the aquatic environment. Removal of the gravel from any site should not present an unsightly appearance.

Transportation

Main road routes within the river boundary are considered to be basically adequate for recreational travel. Although the roads in the recreation river areas are major developments, they are considered exceptional scenic drives.

Future improvements of these routes should permit no further encroachment on the rivers. Cuts and fills will be minimal and stabilized. Paved turnouts and passing lanes where safety is a factor are compatible. All improvements will recognize that these routes are essentially scenic in character and will strive to maintain and enhance this status.

The ever increasing traffic pressure on U.S. Highway 12 could be solved by finding and constructing an alternate and more direct route for east and west travel between the population centers of Lewiston and Missoula. Immediate attention shall be given to the location of such a route in lieu of reconstructing the existing highway. Highway 12 would be a recreation highway.

Within the recreation river boundaries road access points to Highway 12 and the Lower Selway road will be controlled in number and location to protect the environmental quality of the area. This will normally be achieved on private land through scenic easement acquisition and by coordinating with the Idaho Department of Highways on Highway 12.

There are areas where the river must be crossed to develop quality recreation sites. The number of bridges will be kept to a minimum and fit the riverscape in design and color.

No roads shall be built on the south side of the Lochsa, Selway or Middle Fork where excessive cut and fill slopes would be detracting to the viewer from the existing road or highway.

Many elements related to highway and road maintenance and construction are not compatible with enjoyment of the river environment. Among these are barrow pits, quarry sites, crushing or hot mix plants and exposed stock piles of gravel. These undesirable elements may be kept at a minimum as described below through agreements between the Forest Service, the Idaho Department of Highways and the Department of Transportation.

Consideration will also be given to location, color and design of highway maintenance buildings as well as all Forest Service improvements.

Gravel stockpiling, quarry sites and barrow pits will be located out of sight of the river highway or road travelers.

Crushing or hot mix plants will be controlled within existing Federal and State Acts for air and water pollution and be located out of sight of river and road. It must be recognized, however, that this will increase the cost of construction and maintenance of the roads and highways involved.

Airstrips existing in the roadless portions of the system will not be further developed. Scenic easements will assure adherence to this policy on private lands.

Trails servicing the wild river portions of the system are compatible with the classification. Trails will be improved on essentially the same location to remove pitches causing erosion.

Recreation

Campgrounds and picnic grounds to meet public needs will be provided for the most part on public lands. Scenic easement would allow these recreation facilities on private land.

The developments to provide these sites will require designs and facilities not detrimental to the values the Act seeks to protect and enhance. The capacity to provide optimum recreational enjoyment without environmental deterioration will be determined by a study initiated by the Forest Service.

Recreation facilities are necessary on the Middle Fork of the Clearwater west of the National Forest boundary. Some could be provided on Bureau of Land Management, State of Idaho, and Nez Perce Tribal Lands. These groups will be encouraged to provide these services. Developments outlined on page 32 indicate recreation facilities planned for the next 10-year period.

There will also be opportunities to provide complimentary recreational services at commercial service areas such as canoe or raft rentals.

Fishermen access shall be assured along the shoreline of the rivers. This will be provided on private land by the acquisition of scenic easements.

Timber

The Forest Service shall prepare guidelines for management of the timber resource within the recreation river area boundary. Timber production is secondary in this area.

These guidelines will be developed with a goal of maintaining an attractive forest environment with a variety of vegetative or successional stages.

These guidelines will consider timber for recreation, watershed protection and aesthetic values rather than for commercial production. Commercial timber harvest will be confined to areas outside the boundaries of the river area.

Timber harvest on private lands can be controlled by scenic easements.

On lands of other agencies appropriate agreements would spell out the guidelines for timber management.

OVERVIEW OF DEVELOPMENT AT SYRINGA

Mining

Scenic easements need to be acquired on the mining claims which prove valid. Scenic easements will also be acquired to coordinate development of private lands within the river area boundary.

The Forest Service will require mineral examinations on all known claims within the river boundary and recommend complaint action to the Bureau of Land Management on all claims which after such examination are deemed invalid.

Land Occupancies

The need for commercial services will be met on private land within the river system unless private land cannot fill the need.

Future expansion of commercial facilities within the river system will be confined to complexes at Syringa and Lowell. This grouping of commercial facilities is considered more compatible with the river environment and the intent of the Act and can be accomplished through the use of scenic easements.

In the future it will be necessary for commercial services outside the area to take care of overflow rather than to permit continuous commercial expansion within the river area boundary.

Indiscriminate signing along the river detracts from the enjoyment of travel along the road or highway. Commercial signing will be limited to one, on-premise sign for each business. Scenic easements can be used for this purpose. Size and design of signs should be submitted to a board formed by businessmen and residents along the river system. The final approval of commercial signs will be by the Forest Service.

Sign plazas for advertising service facilities will be used at the lower end of the river system near Kooskia and on the Lewis and Clark Highway above Lowell. Information on services offered along the river system will also be made available at the visitor center at Lolo Pass. It is recommended that the sign plazas be operated as a commercial opportunity.

PART OF THE COMMERCIAL AREA AT LOWELL

Utility lines necessary to serve the area can be buried or brought in at the back of the properties serviced. Cooperative agreements with utility companies and scenic easements with property owners could be used to accomplish this.

The Forest Service special use outfitter and packer camps will be located out of view from major highways, roads and rivers. Camps adjacent to and in view of the major travel routes are not compatible with enjoyment of the riverscape.

Interpretation

Visitor information within the river area boundary is the responsibility of the Forest Service. Interpretive programs would be coordinated with other agencies to provide the most pleasant and interesting experience to the traveling public. This will necessitate coordination outside the river area boundary as well.

There is an opportunity to introduce the traveling public to National Forest programs for the Middle Fork of the Clearwater Wild and Scenic River System at the National Park Service Visitor facility being constructed at Kamiah.

The interpretation of Nez Perce Indian history along the river system will be coordinated with National Park Service and the Nez Perce Tribal Executive Committee.

Land Ownership

Subdivision is occurring at an accelerating rate along the Middle Fork and Lower Selway. In the absence of zoning, scenic easements will assure that this development is well planned and fits the land while meeting sanitation requirements.

With the ownership of the land along the river system being well over 50 percent in National Forest, it is not considered appropriate or necessary to recommend a significant change in the ownership pattern. A large portion of the National Forest ownership is in wilderness.

Acquisition is only recommended in the eventuality that the appraised value of a scenic easement approaches the fee purchase price. In this situation purchase of the property would be prudent in a willing buyer-seller transaction. If necessary to protect the scenic environment and prevent activities or uses which have a significant and adverse affect on the river area, scenic easements will be acquired by condemnation.

The determination of the size lot and amount of highway frontage compatible with a particular site must be a property-by-property evaluation with a sanitary engineer, landscape architect and an appraiser working as a team to make the evaluation. Guide lines must be worked out by the Northern Region of the Forest Service and the Forests involved. Public lands should receive the same consideration when developing administrative facilities.

Some appropriately designed and landscaped mobile homes may fit the environment along the river while others would not. Approval of installation of mobile homes for permanent residences will be by the Forest Service. Scenic easements can be designed to provide for this approval.

Further industrialization within the river area boundary would not be appropriate in this river system. Industrialization as defined in this plan refers to any operation where machinery is used in the manufacture of a product. This would not preclude a property owner from using machinery in his home providing the home remained residential in appearance. Scenic easements will be acquired to limit industrialization.

Environment

In places, the agricultural environment adds to the enjoyment of the river. Scenic easements will be acquired to maintain this environment.

A green belt, or undeveloped area, will be preserved between the road and river and adjacent to the main roads where a more natural undeveloped atmosphere remains. There will be no new structures between the roads and river which would detract from the view of the river. New buildings should be a minimum of 50 to 100 feet from the main roads or river. New buildings or structures less than 100 feet should be referred to the board previously mentioned and approved by the administering agency. Interpretive signs, highway traffic signs and facilities for the use and enjoyment of the river by the public would be compatible within 100 feet of the highway or river. Scenic easements can be used to obtain rights between the roads and river and adjacent to roads and rivers. Where irrigation water is taken from the river the use of small pumps, the pumps or pumphouses will be screened from view or the building fit the land in architecture and color. Scenic easements should provide for this.

Phone lines on National Forest lands - within the wild river area - will be moved or removed if they are readily visible between trails and the river. This would enhance the environment along the rivers classified as wild.

Littering and the accumulation of trash, old car bodies, etc., will not be permitted within the river area boundary.

Scenic easements will be acquired on private land to assure this condition does not develop. The pack-in pack-out policy will be emphasized within the boundary of the Wild River.

Concentrated feeding of cattle, such as feed lots in proximity to the river and highway, would not be compatible with the river system from the water and air pollution standpoint. This does not pertain to winter feeding of small herds belonging to private property owners along the river or pasture feeding of cattle.

AGRICULTURAL LAND USE

COMMERCIAL LAND USE

Pre-attack fire planning for land within the river area boundary will prescribe methods and equipment to assure swift control. Equipment used should not create greater adverse impacts on the aesthetic values than would be created by the fire itself. It is important to consider wild and recreation river values in all fire control activities.

Expansion of facilities, subdivision and change of topography with earth-moving equipment on private property in the Selway-Bitterroot Wilderness would not be compatible with the wild river environment. Maintenance of existing facilities and replacement in like kind would be acceptable.

There are opportunities for enhancement of the river environment which are not enumerated here. Examples would be seeding of existing cut and fill slopes where they have not been revegetated, removel of any debris that may be in the rivers and enhancement of existing facilities, both public and private. On public lands this would be the responsibility of the agency concerned. The private property owner would be responsible for his own land.

THE SELWAY RIVER ROAD

Water

A water monitoring system should be set up to enable the administering agency to check frequently on the quality and quantity of the water in this free flowing system. The Forest Service will initiate action with appropriate agencies to implement such a program. Streamflow will be held within 10 percent of the monthly streamflow averages. State and Federal pollution laws will be enforced through cooperation with the state.

Pollution of the river waters by inadequate sewage systesm must be avoided. An agreement with the State will be consummated which would require joint approval before installation of any sewage system along the river. Scenic easements with private landowners will require advance approval of sewage treatment installations.

Use of small pumps to irrigate adjacent lands is compatible with the concept of recreation rivers.

Wildlife

The fish and wildlife management direction will be to provide the necessary habitat requirements for the propagation of the fish and wildlife species within the wild and recreation river areas.

A CHINOOK SALMON HATCHING CHANNEL ON THE UPPER SELWAY

Since the anadromous fishery (fish migrating from the sea to fresh water to spawn) is of great significance in the river system, the re-establishment of the chinook salmon is a major consideration. Toward this end, the construction and use of well designed and located hatching channels are considered appropriate within the river area boundary. When the channels have served their purpose the sites should be restored to a natural condition.

Spring burning of vegetation within the river boundaries to improve and increase browse available for portions of the Clearwater elk herd is considered compatible. Although this is done in the spring, before the high recreation use occurs, care should be taken to burn when atmospheric conditions permit the dissemination of the smoke to meet air pollution standards. To protect the environment and streamside vegetation an unburned area will be left adjacent to the river.

Agreements will be entered into with the Idaho Fish and Game Department to coordinate management of the valuable fish and wildlife resource within the river system boundaries.

Historic

There is an antiquities law covering federal lands. Protection has been given state lands under the state antiquities law.

A survey will be made to determine the location of all archeological sites. Scenic easements can be obtained to afford protection to sites of significance on private lands. The Forest Service will initiate this study and coordinate with the appropriate agencies.

ARCHEOLOGICAL SITES ALONG THE RIVER PRODUCE EVIDENCE OF EARLIER INHABITANTS

Interpretation and restoration of historic features will be performed throughout the river system such as the restoration and protection of cabins of historical significance.

Scenic Easements

Scenic easements are to be used to achieve the necessary environmental controls on private land along the rivers.

Scenic easements purchased from private landowners along the rivers will perpetuate essentially the same environment that exists today. They also will provide opportunities for future development considered compatible with the Act.

Guidelines for scenic easements will be prepared by the Northern Region of the Forest Service. These would provide a standard upon which to base property-by-property evaluation in obtaining the various kinds of scenic easements.

SCENIC EASEMENTS ARE NEEDED TO PROTECT KEY AREAS

LOWELL, AT THE CONFLUENCE OF THE RIVERS

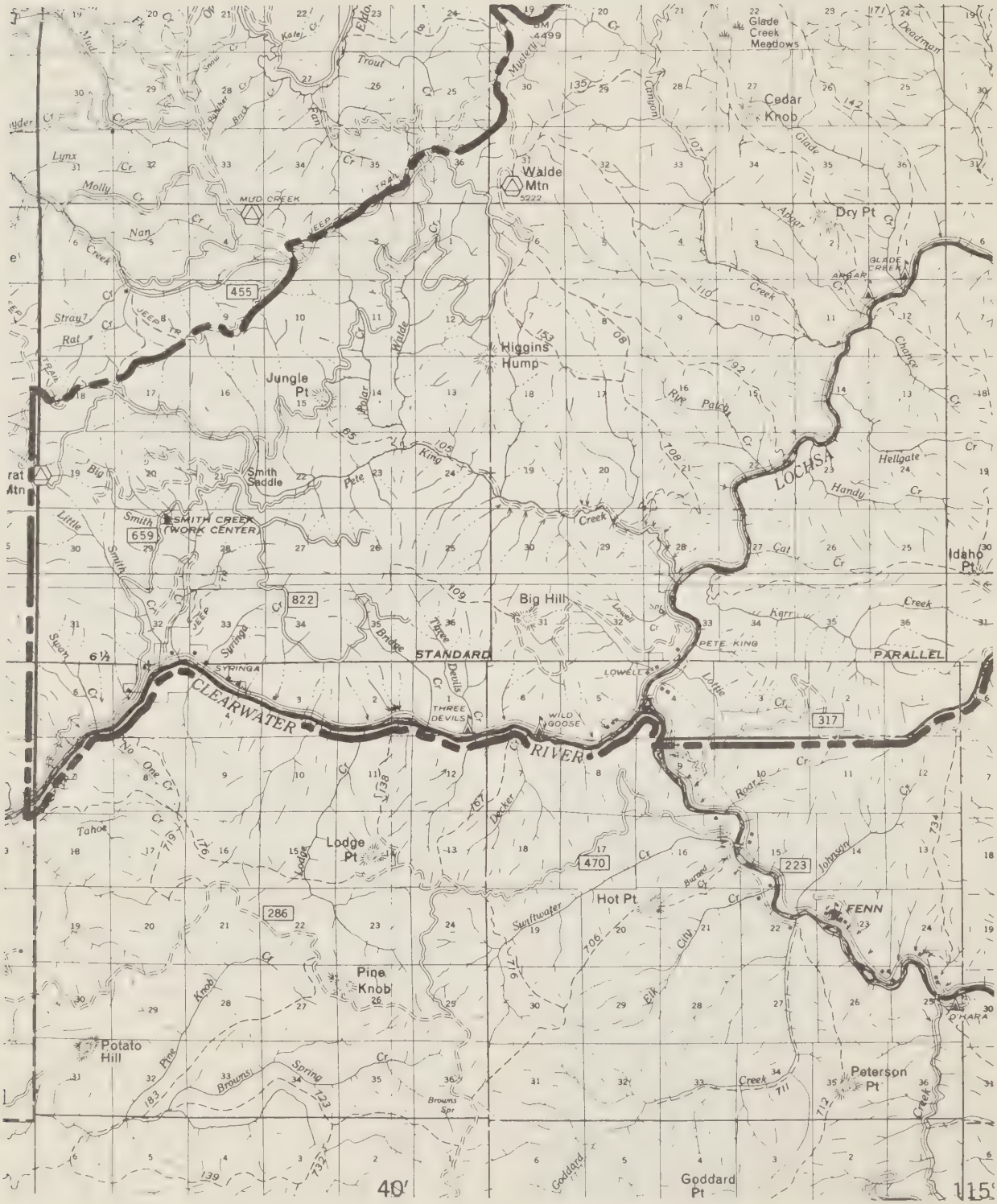
The optimum situation in the acquisition of scenic easements would be to contact each property owner from whom a scenic easement is desired at the same time. Realizing that personnel and financing would not make this feasible, priorities will be established for scenic easement acquisition and the program implemented as soon as possible.

Funding must allow the program to progress continuously and be completed in the shortest possible time.

In negotiations, each landowner will, at the outset, be offered the full fair market value of the easement needed. This value is established by an appraisal report. This approach is called a single price policy.

Although condemnation authority for scenic easements exists in the Act it should only be used as a last resort.

Development



Proposed developments within the river area boundary are indicated on the following maps and tables. The development plans include project categories of recreation, transportation, landscape rehabilitation, land adjustment and water quality control. The developments within the boundaries of the river system represent needs for ten years, or to the year 1980. It is proposed that the developments be scheduled to meet the demand for these facilities and services as they materialize within the river area. There are additional opportunities for development over that projected for the ten-year planning period. These have been inventoried and will be programed for construction as the need arises, consistent with maintaining the quality of the area. The composite Recreation Plan, a detailed listing of planned recreational facilities, is available for review in the offices of the Forest Supervisors in which the rivers are located.

Developments Related to Public Use and Enjoyment of the River System

Summary Table

Type Development	Development Data	Estimated Cost
Recreation	Campgrounds, including roads and additional administrative costs, vistas, signs, historical station and other	$1,730,000
Transportation	Bridge, road and trail construction and reconstruction	315,000
Landscape Rehabilitation	Landslides, disturbed areas	150,000
Land Adjustment	Scenic easements	1,481,000
Water flow and quality monitoring system	Gauging stations, sedimentation structures and others	100,000
	Total	$3,776,000

10-yr. Potential Development - Recreation

River	Site No.	Site Name	No of Existing Units or Parking Capacity	No. of Proposed Units or Parking Capacity
Middle Fork	2	Kooskia Visitor Information Ctr.		10
	1	Clear Creek Campground		70
	4	Wild Goose Boat Launch		5
	2	Kooskia Boat Launch		5
	3	Two-Shadows Boat Launch		5
	3	Three Devils Picnic Area	7	5
	4	Wild Goose Campground	8	5
Lochsa	5	Apgar	7	5
	9	Wilderness Gateway	75	20 (complete campground & outfitter area)
	11	Green Flat	26	(20 reconstruction)
	18	Wild Rivers Overlook		5
	17	Jerry Johnson Campground	15	12
	21	Wendover and Whitehouse Campgrounds	40	water and sanitation
	23	Powell Campground	39	15
	25	Jay Flat Campground (Start during 10-year period)		100 (600 units under full dev.)
	8	Lochsa Historical Ranger Station		40
Selway	26	O'Hare Campground	8	70
	33	Glover Campground		6
	34	Gedney Campground		2
	28	Boyd Creek Campground		6
	35	Racetrack Campground		6
	24	Johnson Creek Campground		20
	31	Twenty-five Mile Camp		4
	36	Selway Falls Vista Point		5
	34	Gedney Creek Vista Point		5
	24	Johnson Creek Boat Launch		5
	49	Raven Creek Campground		6
	50	Magruder Crossing Campground		11
	51	Lunch Creek Site		
	52	Upper Crossing Site		
	45	No Luck Camp Site		
		Miscellaneous Improvements		12 sites

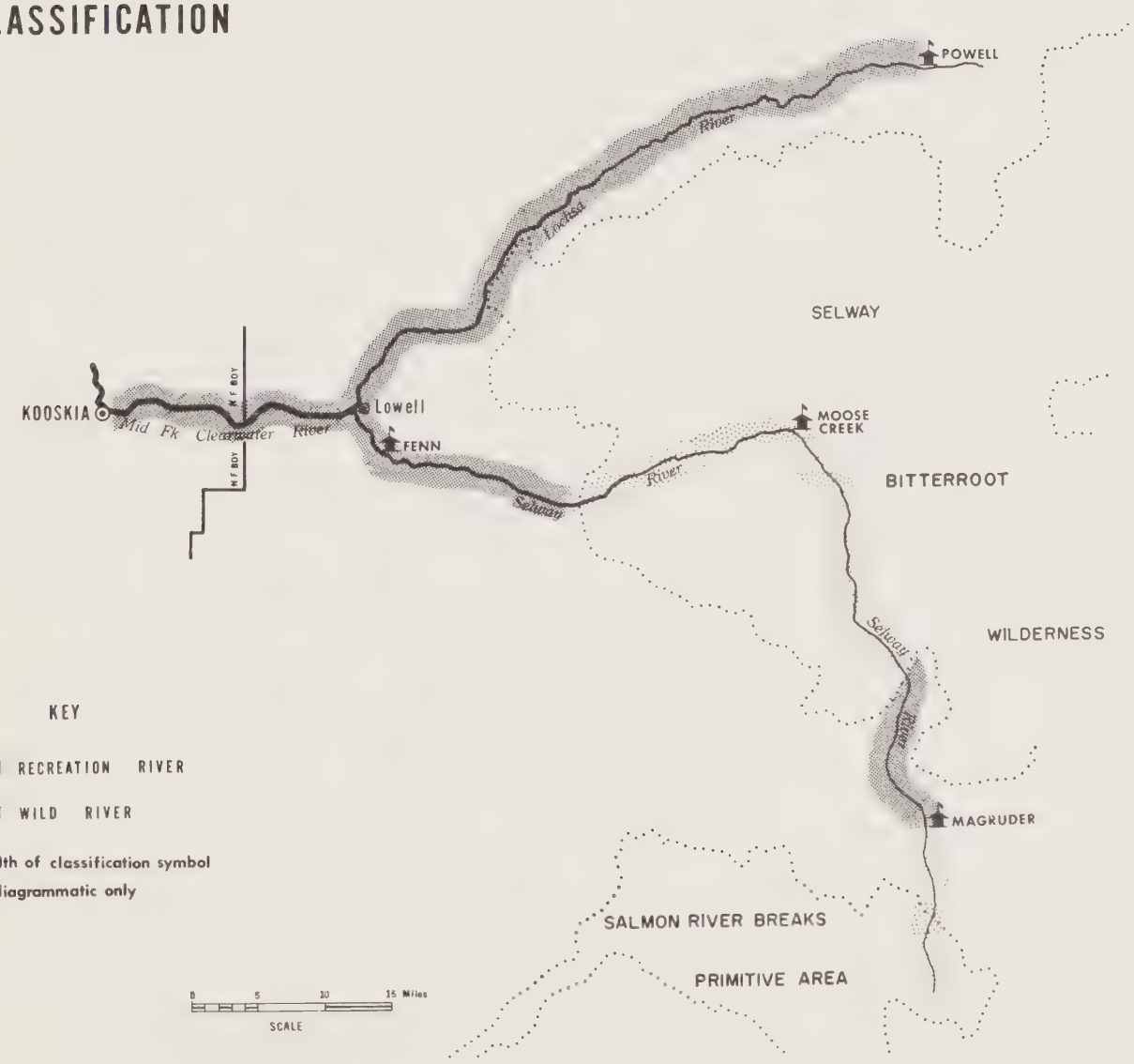
10 yr. Potential Development - Transportation

River	Site No.	Location	Nature of Proposal	Quantity
Lochsa	7	Bald Mountain	Pack Bridge and Trail Hookup	
	9	Wier Creek	Parking and trail	
	12	Jerry Johnson Hot Springs	Bridge, road & trails	
	14	Jay Flat	Road, bridge	
Selway		Selway Road	Reconstruction	16 mi.
		Coolwater Ridge Road	Reconstruction	.6 mi.
		Swiftwater Road	Reconstruction	1.7 mi
		Hamby Road	Surfacing	.3 mi.
		Selway River Trail	Reconstruction	5 mi.
	21	Mink Creek Trail Bridge	Reconstruction	
		Selway River Road	Surfacing	15 mi.
		Selway River Telephone Line	Remove	47 mi.

Landscape Rehabilitation

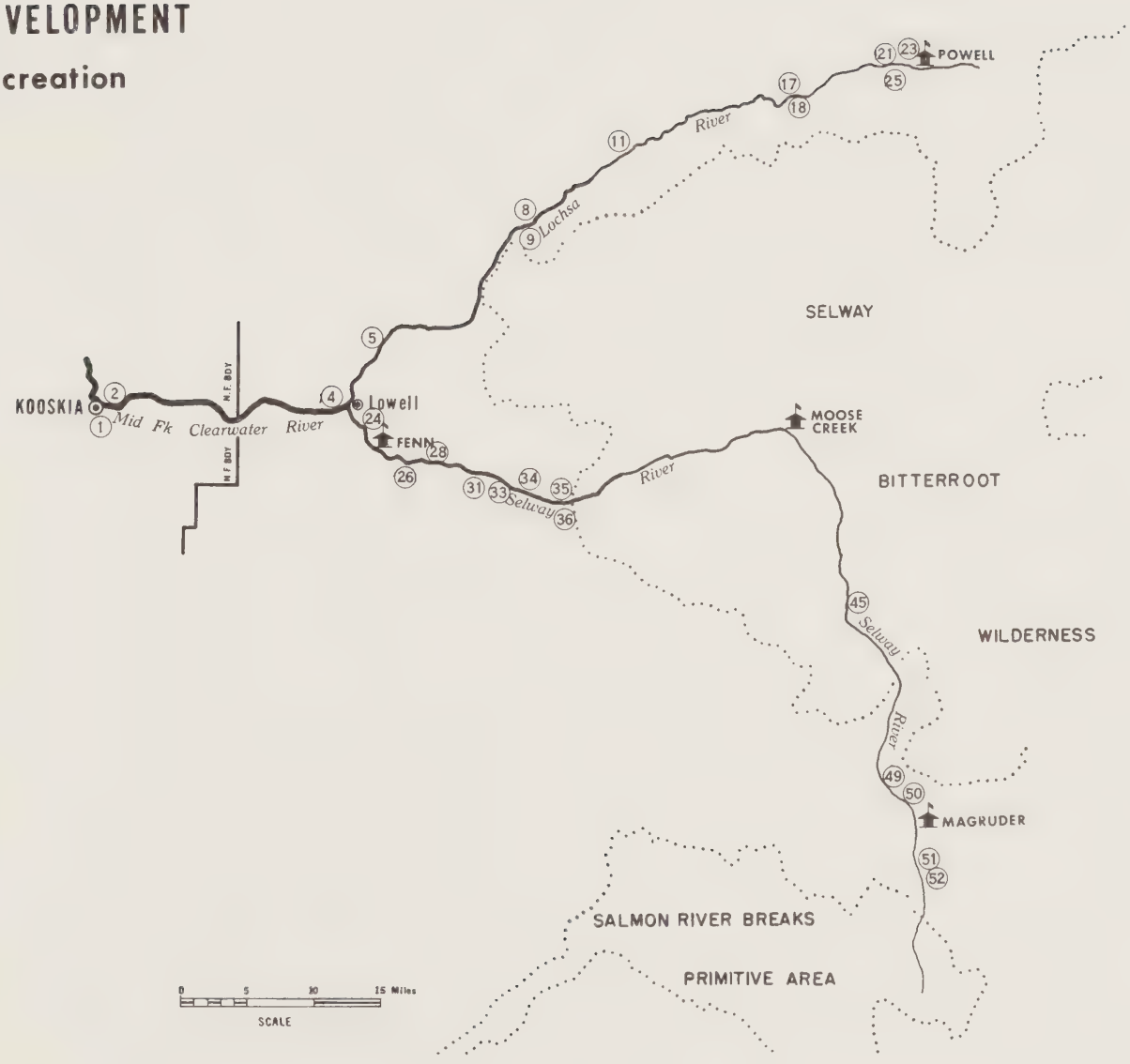
River	Location	Project Description
Lochsa	Ashpile Creek	Rehabilitate old gravel source
	Indian Graves Creek	Rehabilitate slide and barrow source
	Bald Mountain Creek	Relocate State Maintenance Station
Selway	Selway Road	Rehabilitate slide and plant shrubs

CLASSIFICATION



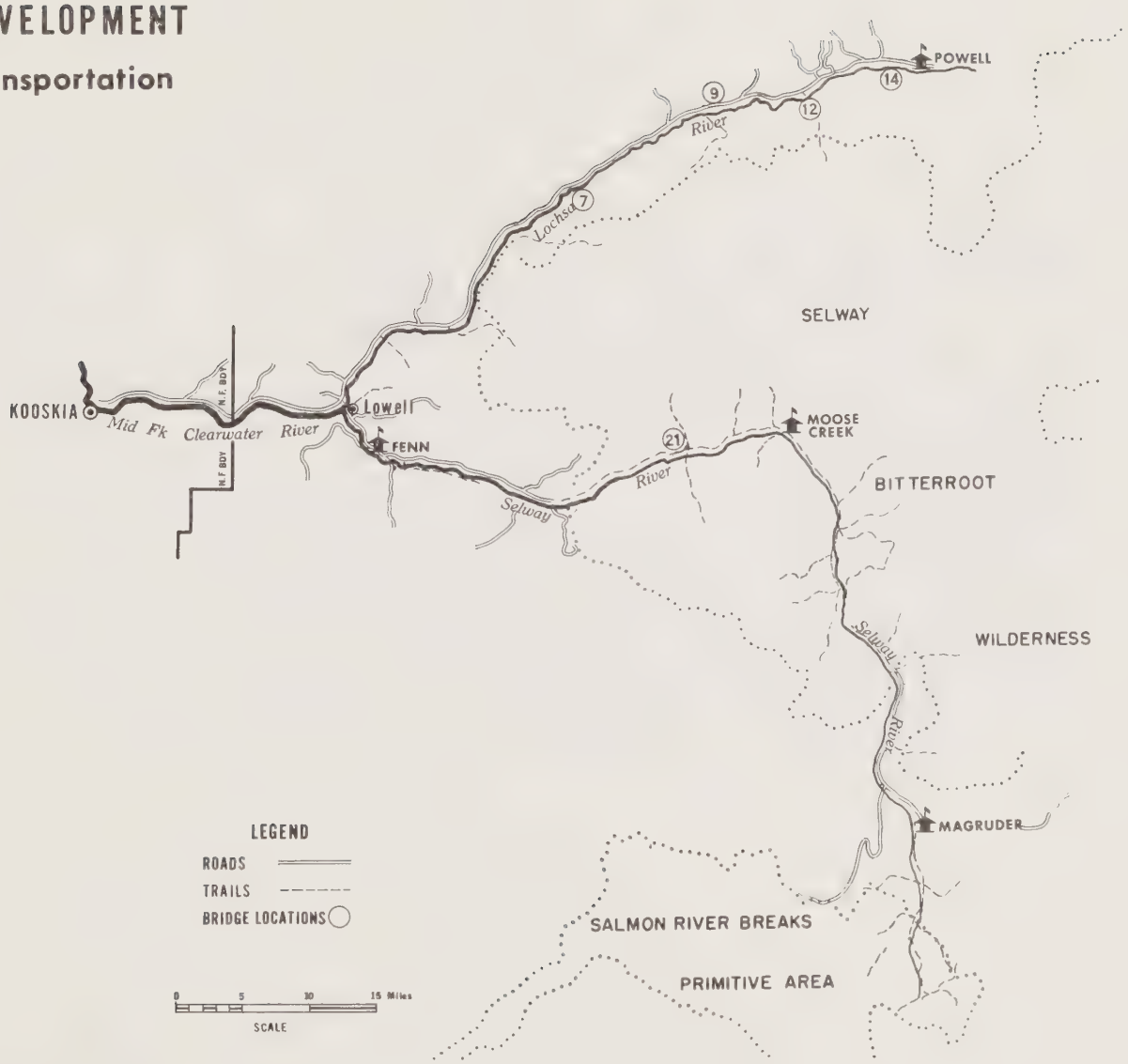
DEVELOPMENT

Recreation



DEVELOPMENT

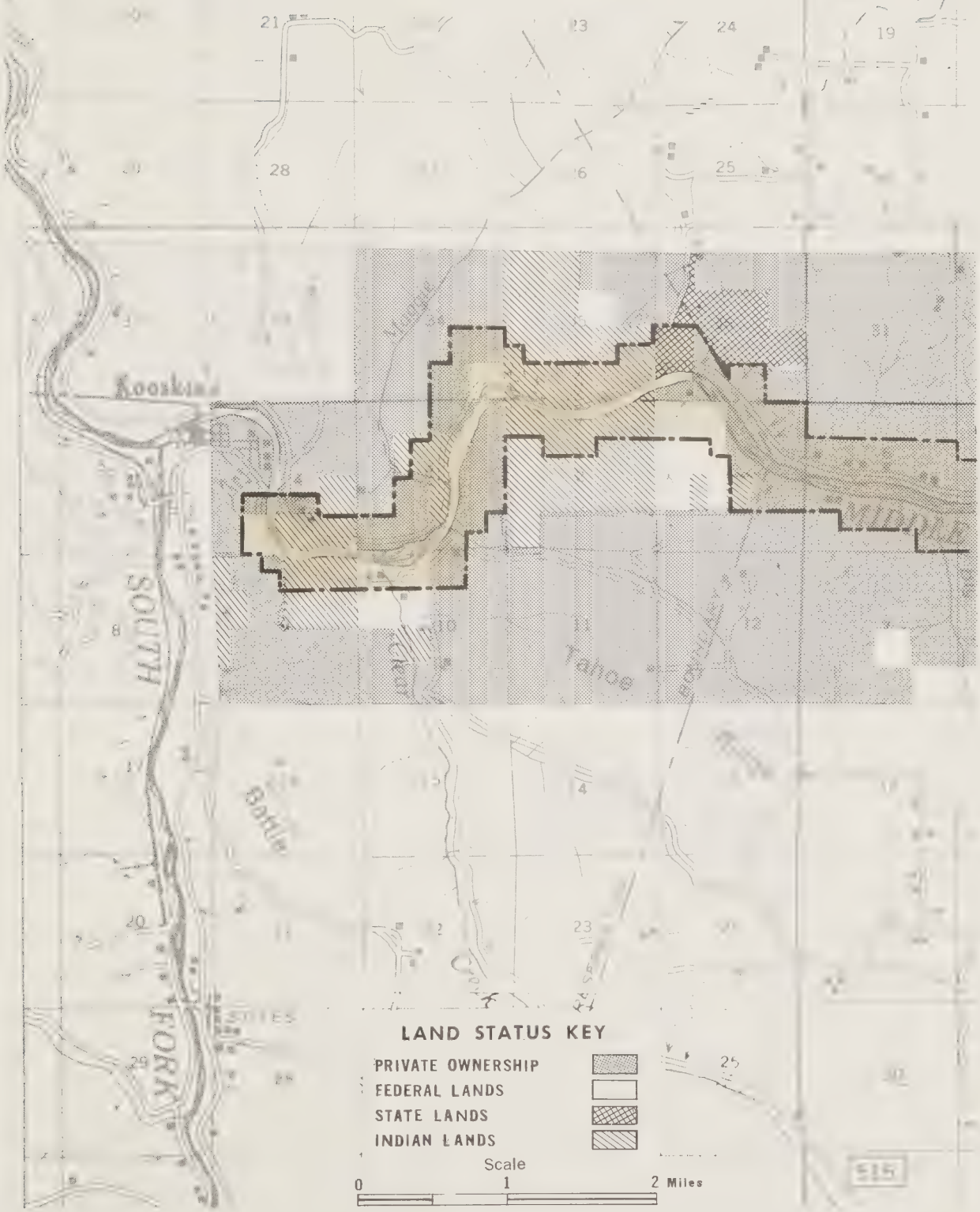
Transportation

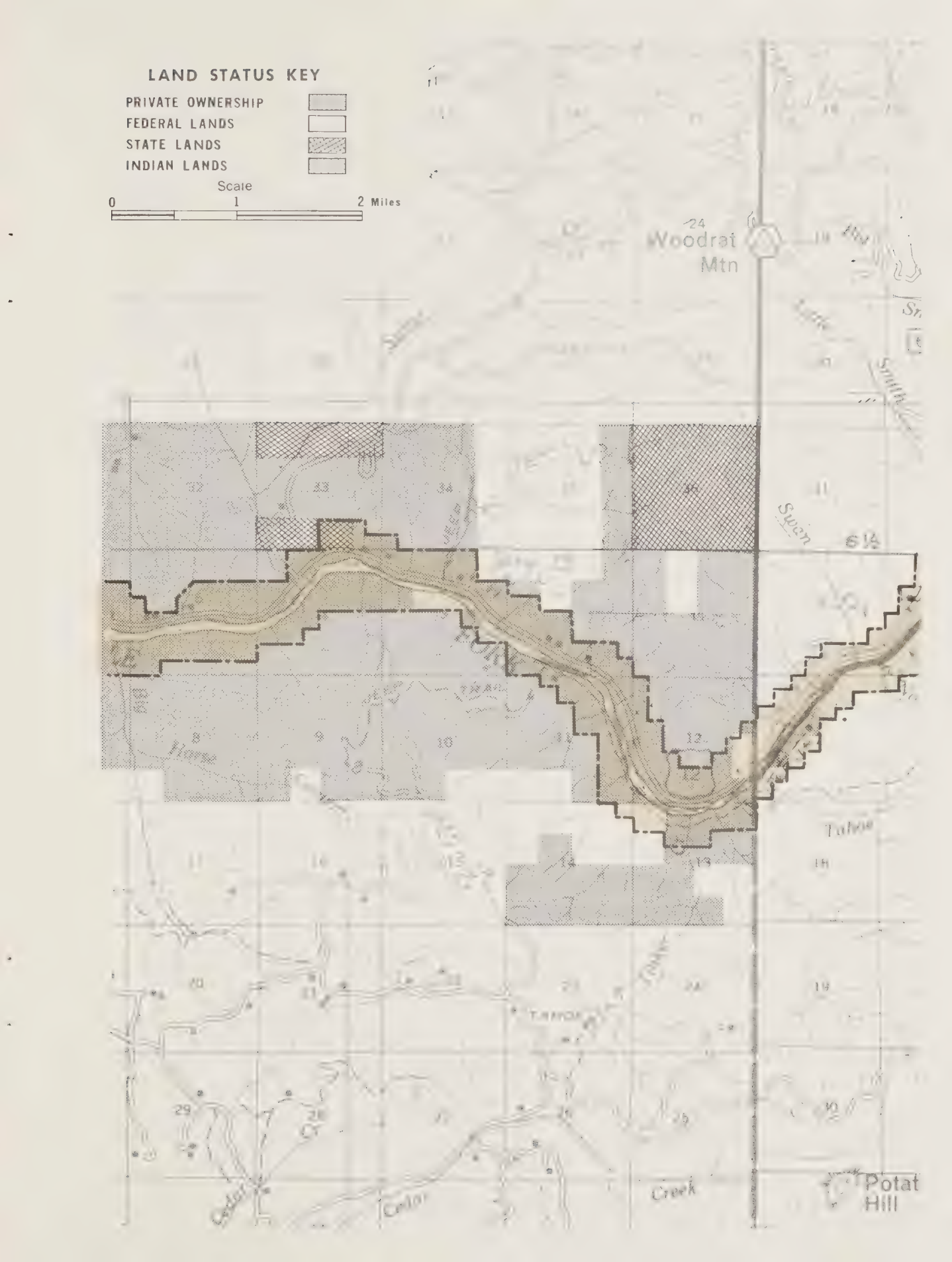


Management Zones

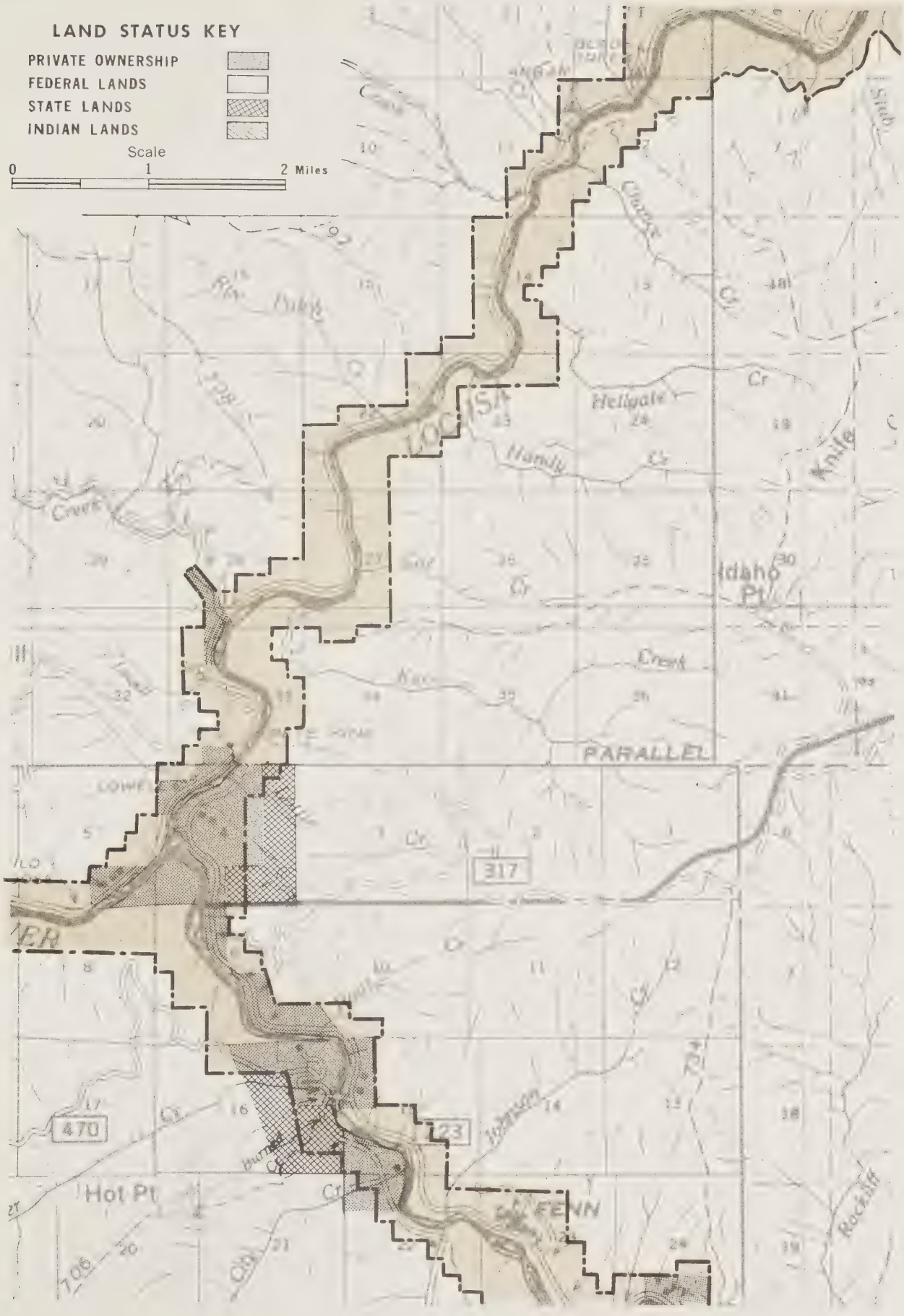
Wild River

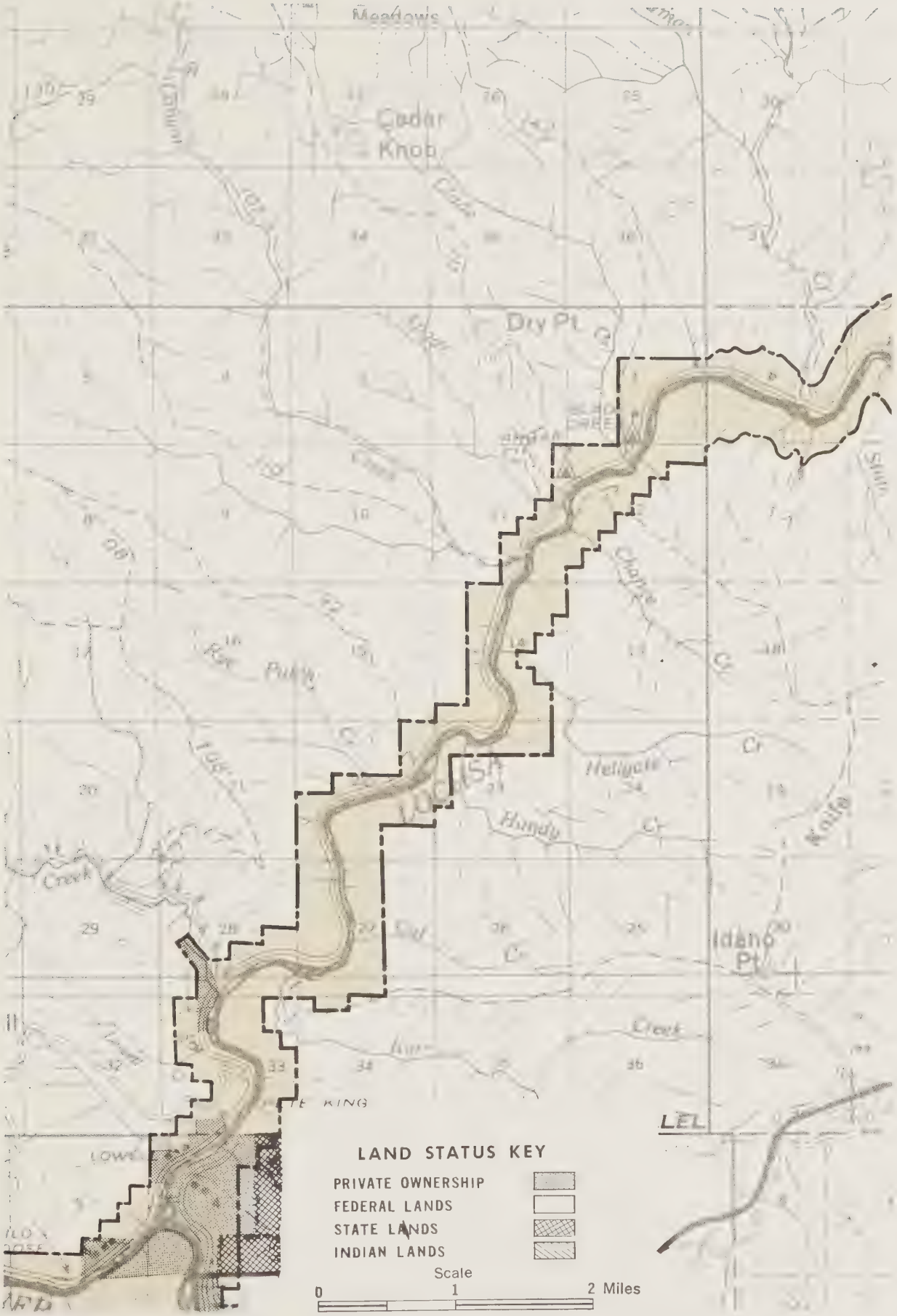
Recreational River




LAND STATUS KEY
PRIVATE OWNERSHIP
FEDERAL LANDS
STATE LANDS
INDIAN LANDS
Scale
0
1
2 Miles
Woodrat Mtn
Potat Hill
Creek


LAND STATUS KEY
PRIVATE OWNERSHIP
FEDERAL LANDS
STATE LANDS
INDIAN LANDS
Scale
0
1
2 Miles
Hump
SMITH CREEK
WORK CENTER
659
822
Big Hill
STANDARD
TIDEWATER
RIVER
Louge
Pt
470
286
Pine
Knob
Creek


LAND STATUS KEY
PRIVATE OWNERSHIP
FEDERAL LANDS
STATE LANDS
INDIAN LANDS
Scale
0
1
2 Miles
Hot Pt
Idaho Pt
PARALLEL
317
470
23


Meadows
Cedar Knob
Dry Pt
Idaho Pt
LAND STATUS KEY
PRIVATE OWNERSHIP
FEDERAL LANDS
STATE LANDS
INDIAN LANDS
Scale
0
1
2 Miles


298
McLendon Butte
Middle Butte
204
Smoky Pk
EAST
MERIDIAN
Ridge
Edge
Sheep
Scale
0
1
2 Miles


Noseeum Butte
Horn
Willow
Shannon
Noseeum
Five Island
BM 2201
Pass
Peyote
Ponderosa
Creek
LOCHSA
Flat
BM 2101
WILDERNESS GATEWAY
LOCHSA RANGER STATION
BM 2007
Lone Knob
Boulder
Lochsa Pt
Canteloupe Pk
Huckleberry Butte
Old Man Pt
Lake
Lottie L
Scale
0
1
2 Miles

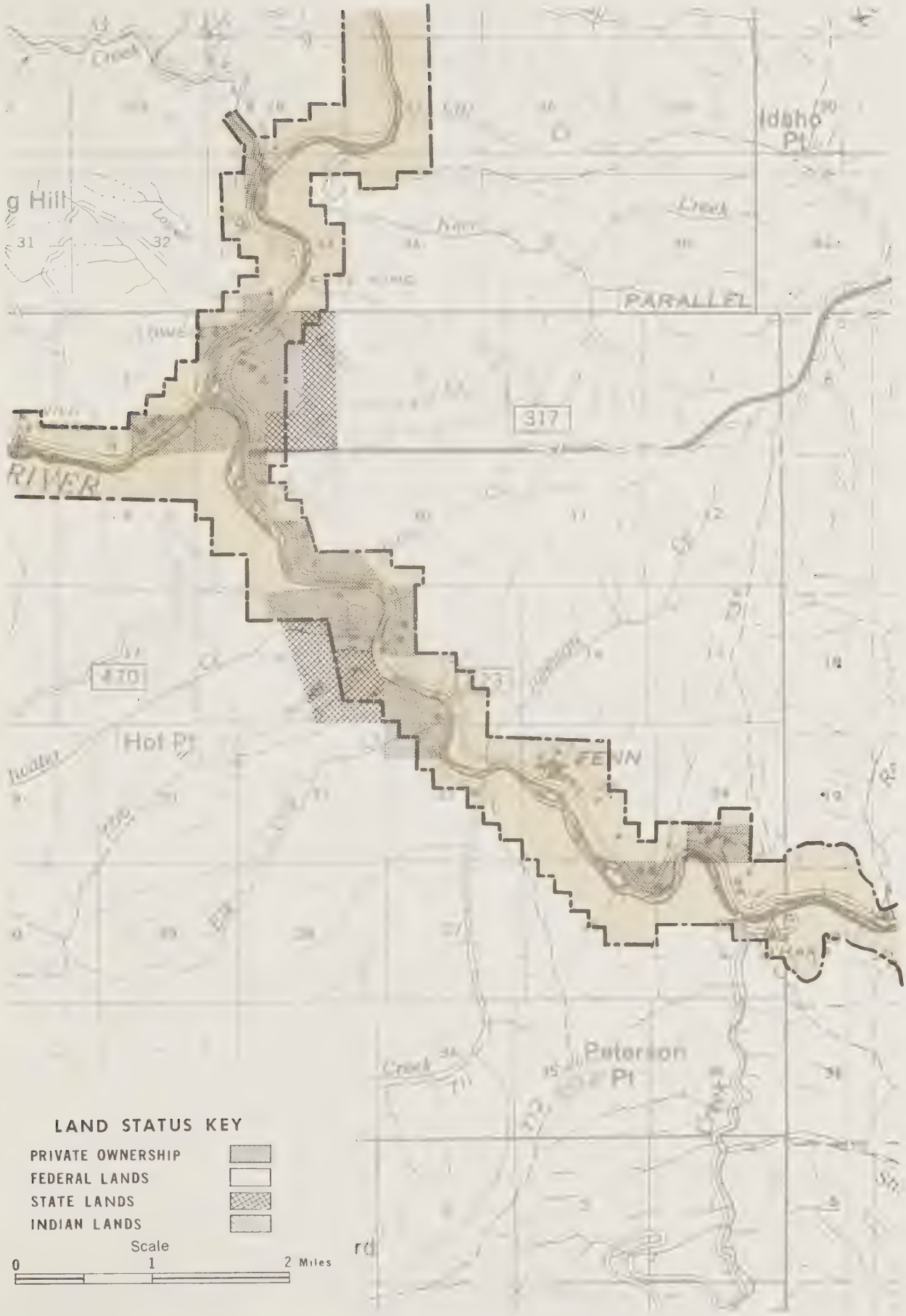

Bald Mtn
Bald Mtn
Lake
455
455C
Castle Butte
RIVER
Dutch
Gold Hill
Long Lake
Spring Mt
Scale
0
1
2 Miles


455
STANDARD
Athpile
Grave Butte
Mocus Pt
Flying Butte
Indian Meadows
Greystone Butte
Scale
0
1
2 Miles


POSTOFFICE
Indian Reservation
365
679A
3RD
234
BM
Bear Mtn
Cr
Scale
0
1
2 Miles


3RD
679
680
678
RIVER
Jay
Pt
Jerry Johnson
Hot Springs
Hot
Springs
PACK BRIDGE
Tom Beal
Ph
Scale
0
1
2 Miles


Parachute Hill
495
DEVOTO MEMORIAL
Parachute
Jay Pt
Goat Roost
362
McKube Park
Scale
0
1
2 Miles


Idaho Pt
PARALLEL
317
RIVER
470
Hot Pt
FENN
Peterson Pt
LAND STATUS KEY
PRIVATE OWNERSHIP
FEDERAL LANDS
STATE LANDS
INDIAN LANDS
Scale
0
1
2 Miles


317
Cabdeater
GUIDE
Ridge
Rour
Mtn
NE
Stillman
Pt
Saddle
Ridge
Sob Pt
2ND
Scale
0
1
2 Miles


Round Top
Mtn
NEZPERCE
Timothy
Flats
TRAM
Falls Pt
443
290
Scale
0
1
2 Miles


Big Fog Mtn
Big Fog Saddle
Ballinger Pt
Fog Mtn
Otter Butte
Indian Hill
319
90
Scale
0
1
2 Miles

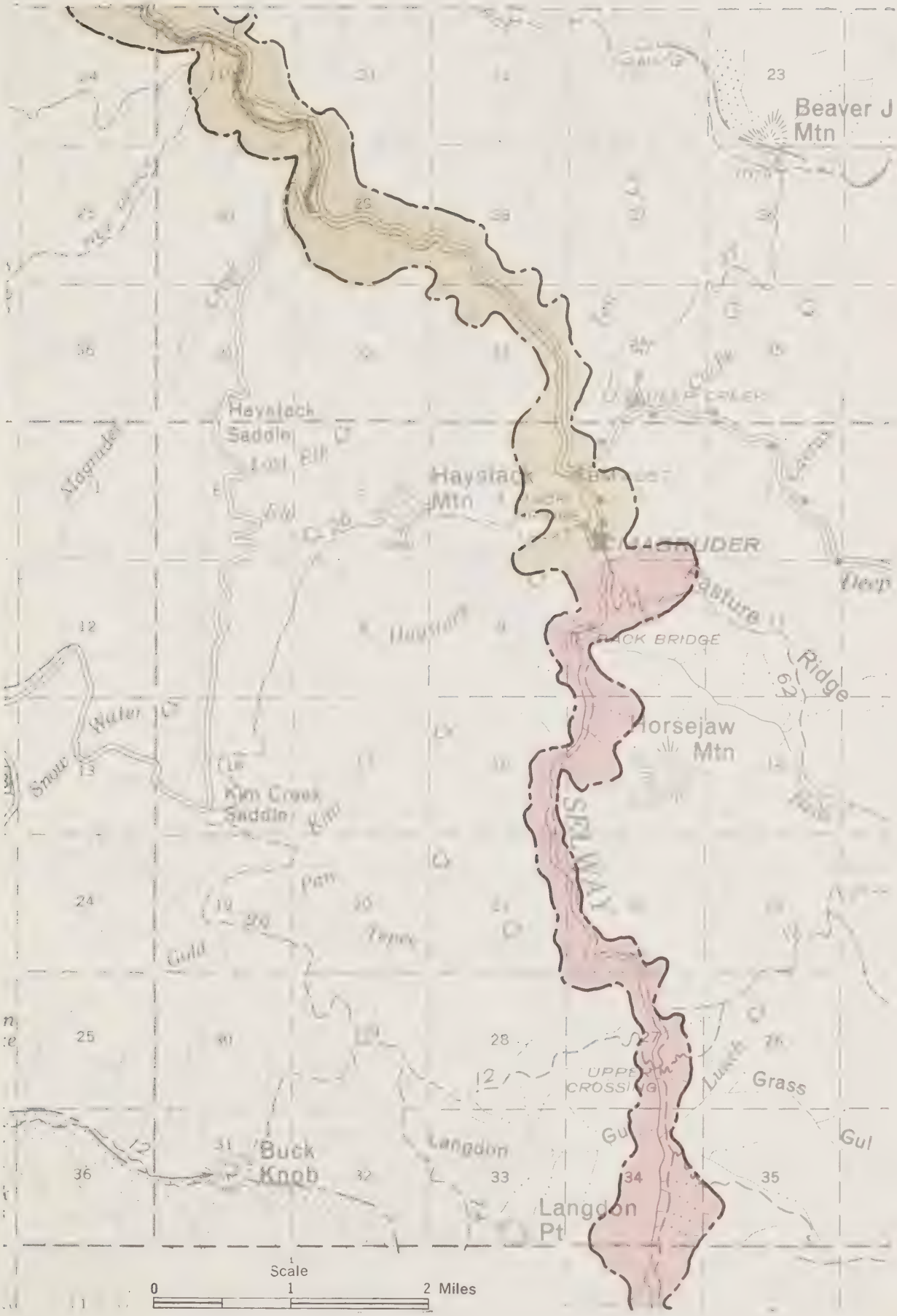

Three Links Pt
Saddle
405
Fork
STUART HOT SPRINGS
409
Ridge
Meeker Pt
Creek
343
BEARWALLOW
Pinchot Pt
605
Meeker
Bar
THREE LINKS
Pinchot
Dry Bar
NATIONAL
RIVER
Coyote
Long Pine Pt
Wolf Pt
Weasel Pt
Mink Pk
626
Scale
0
1
2 Miles

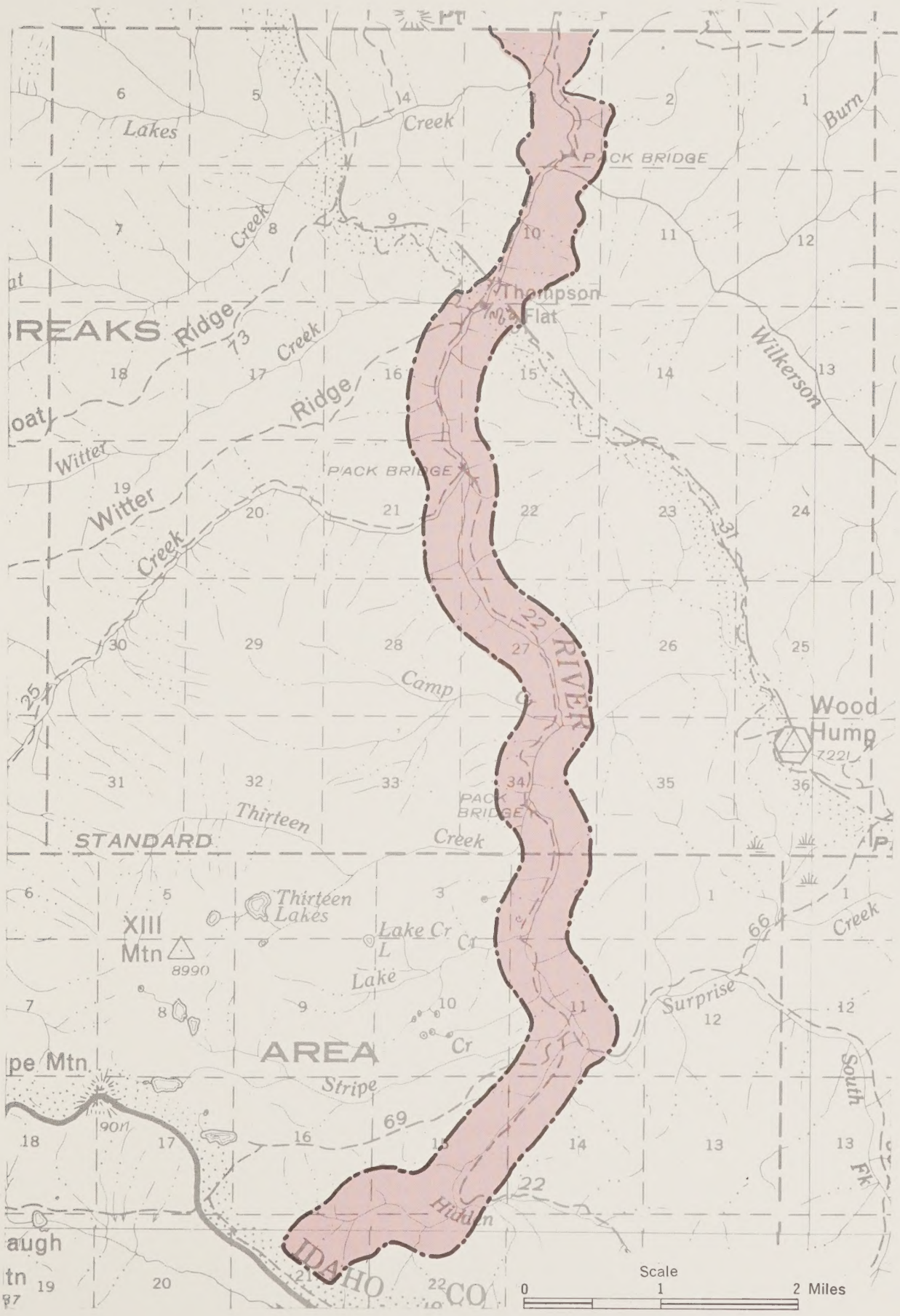

Shissler Pk
5371
Whistling Pig
STANDARD
Goat Mtn
Ridge
MOOSE CREEK
SELWAY
Puzzle Pt
Grizzly Saddle
Tony Pt
6143
WILDERNESS
Lone
3RD
Scale
0
1
2 Miles


Dog Cr
Pt
Rattlesnake
Creek
Ridge
Eagle
Rock
Scale
0
1
2 Miles


Elevator
Mtn
Gardiner
Pt
Archer
Pt
Eagle
Pt
Mt
Aura
STANDARD
Wards Bar
Scale
0
1
2 Miles


PARADISE
Fork
Ridge
Creek
Fire
Min
Little
Pyramid
Indian
Scale
0
1
2 Miles


Beaver J Mtn
Haystack Saddle
Haystack Mtn
Horsejaw Mtn
Kim Creek Saddle
Buck Knob
Langdon Pt
Grass
Ridge
Scale
0
1
2 Miles


Lakes
Creek
PACK BRIDGE
Burn
Creek
Thompson Flat
REAKS
Ridge
Creek
Wilkerson
Ridge
Witter
PACK BRIDGE
Witter Creek
Camp
RIVER
Wood Hump
7221
Thirteen Creek
STANDARD
Thirteen Lakes
XIII Mtn
8990
Lake Cr
Lake
Creek
Surprise
AREA
Stripe
South Fk
Hidden
IDAHO CO
Scale
0 1 2 Miles